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and social aspects and results. Railway development from its beginnings, the effect of railways in diminishing cost of commodities, the more even distribution of products, and the increase of production by reason of railways, are among the topics treated and they offer some principles and examples which are pertinent to geography. There is also a comprehensive summary of railway management in the leading countries of Europe. Nearly half the volume is occupied with an account of legislation concerning railways by the various states and by the federal government. "The Relation of the Railroads to the State" is an address first given before the Wharton School of Finance and Commerce of the University of Pennsylvania.

The preface includes a list of the author's more important legal arguments and reports. The editor has included supplementary notes, bringing the view down to the year 1911. A. P. BRIGHAM.

**Highway Engineering as presented at the Second International Road Congress, Brussels, 1910.** By Arthur H. Blanchard and Henry

B. Drowne. x and 299 pp. Appendices, indexes. John Wiley & Sons, New York, 1911. \$2. 9 x 6.

The authors are teachers of highway engineering in Columbia University. An international congress on roads was held in Brussels in 1910. The object of this volume is to make available in compact form the voluminous report of that meeting. The authors express the opinion that foreign practice has not received from American engineers the attention which it deserves. As 124 papers were presented, it is evident that the substance and conclusions only could be included in this work.

The first congress of this nature was held in Paris in 1908: At that meeting a permanent commission was appointed to promote in various ways progressive road-making for all countries. Titles of all the papers presented are given by the name and countries of the authors, and in groups according to subject. The introductory chapters include also an account of an exhibit of machinery and materials held at the time in Brussels and of the excursions and receptions given.

Most of the volume is occupied with abstracts of the technical discussions. The range of these is very broad, concerning not only materials, constructions and maintenance, but such subjects as removal of snow and ice, road signs, pipe systems in roads, tramways on roads and streets, highway bridges, and tires. Full subject and author indexes are furnished. The book is for reference and is of interest to engineers and special students rather than to the general reader. A. P. BRIGHAM.

**Principles of Rural Economics.** By Thomas Nixon Carver. xviii and 386 pp. Index. Ginn & Co., New York, 1911. 8 x 5½.

The author is a professor of political economy in Harvard University, but has had the advantage of early life spent on a farm in the middle west and of much personal observation of farming in this country and in Europe. He is therefore justified in attempting to contribute toward the solution of the rural problems so long overlooked, but now recognized and studied. The first chapter, on general principles, discusses ways of getting a living. The modern farmer, who lives on the profits rather than the products of his farm is shown to be in close economic relations with his fellows. Agriculture is, however, peculiar in its seasonal character, in its domestic aspect, and in the features of self-employment and the interdependence of the sexes. Urban superiority is a false conception, while isolation is the menace of farm life, as congestion is the menace of city life.

Nearly one-fourth of the volume, is devoted, in chapter II, to a historical sketch of modern agriculture,—the early stages, beginnings of modern agriculture, beginnings of American agriculture, and the period of national development. Pages 89-105 give an informing exposition of geographic changes incident to the invention of machinery, and to the development of new processes in farming, and the working up of farm products.

Good statement and defence are given of the view that a large product per acre is not in itself desirable. The real object is the large product per man.